



Benchmarking 2023



General information

- ✓ 13 Fleet Forum member organisations participated (increase of 30% compared to 2022)
- ✓ Retention: 50% of the organisations that participated in 2022, participated in 2023
- ✓ A total of 38 surveys were filled by country offices and global focal points, an increase of 40% compared to 2022.
- ✓ Data was processed. Preliminary analysis reviewed by each agency

This benchmarking exercise addresses the following questions:

What is the state of fleet management in the humanitarian sector related to:



- Road safety
- Environmental sustainability
- Cost efficiency

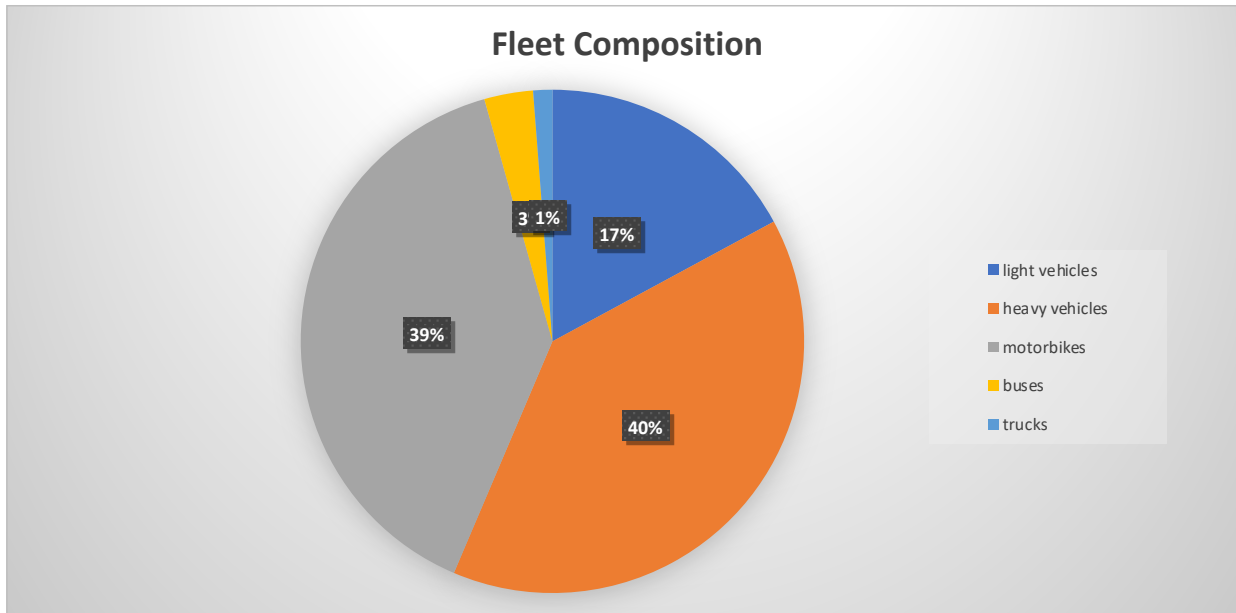


What are the practices of organisations when it comes to road safety, sustainable fleets and cost efficiency?

How do these practices effect safety, fleet related environmental sustainability and cost efficiency?

Overall statistics

- Collective fleet data of the 13 agencies was used for this analysis
- 98% of the light vehicle fleet consists of ICE vehicles, remaining 2% are EVs and HEVs



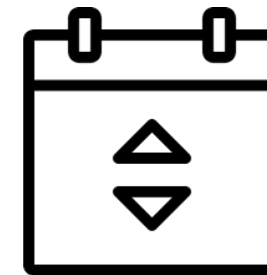
38,186 assets,
40% being heavy
vehicles, 17% light
vehicles and 39%
motorbikes



combined vehicle fleet of 12 agencies



200.205.108
kilometers driven in 2022

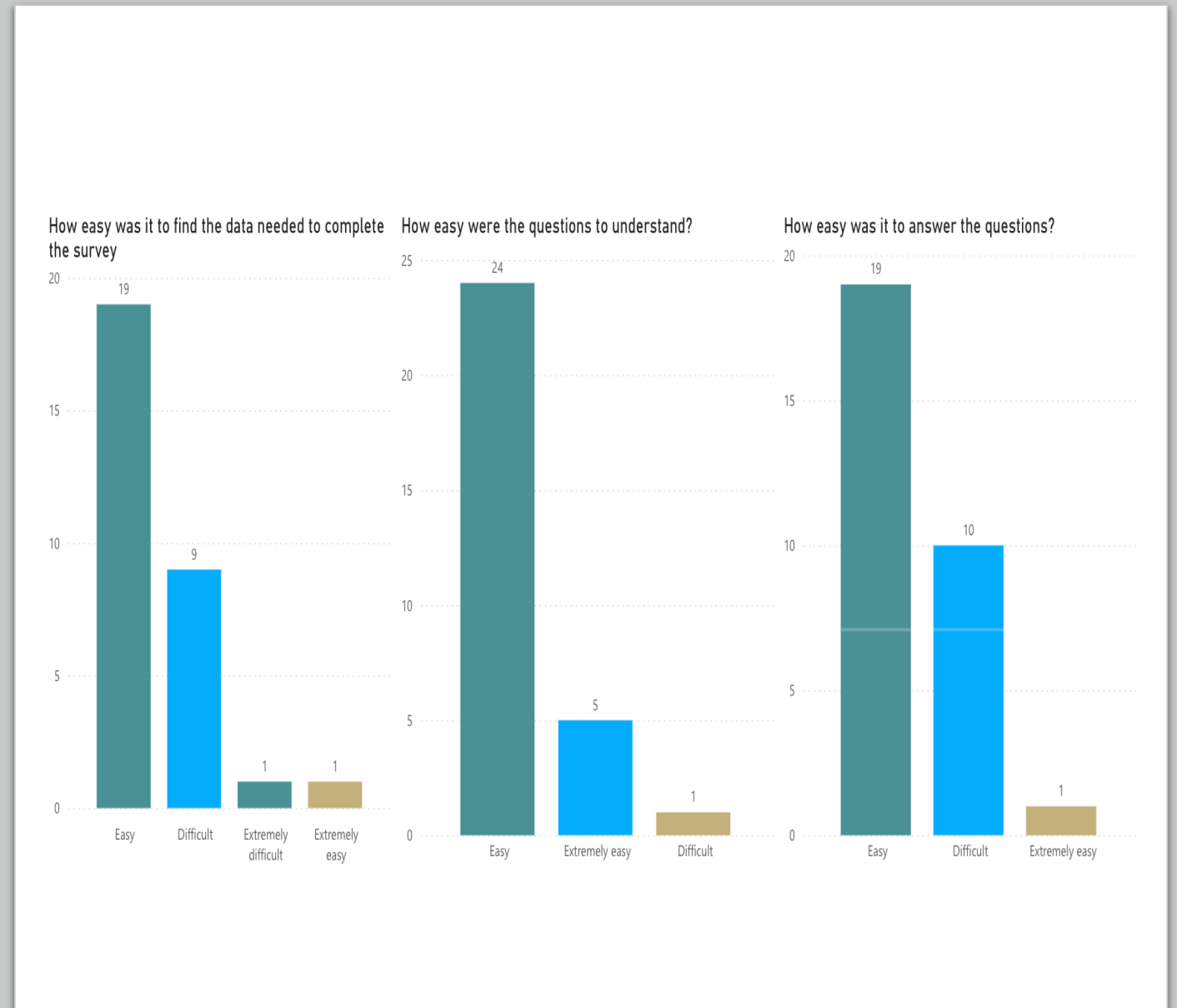


Age of vehicle: 6,8
years (2020: 5,9, 2021: 6,3)

Weighted average light vehicles

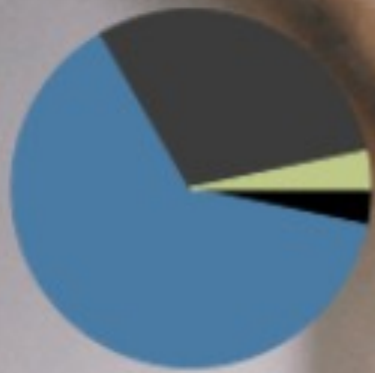
General data quality observations

- 9 respondents state that it was difficult to obtain the requested data
- 5 respondents could not provide basic fleet management data such as number of vehicles, kilometres driven, litres of fuel used, etc.



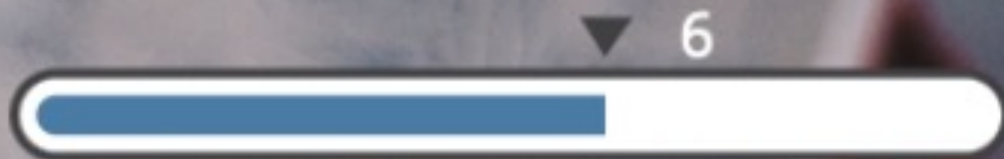
Although the vast majority found it easy to find the data, confidence levels with accuracy and completeness are just above average

Ease to find the data



- Extremely easy
- Easy
- Difficult
- Extremely difficult

Confidence levels rating scale 1 - 10

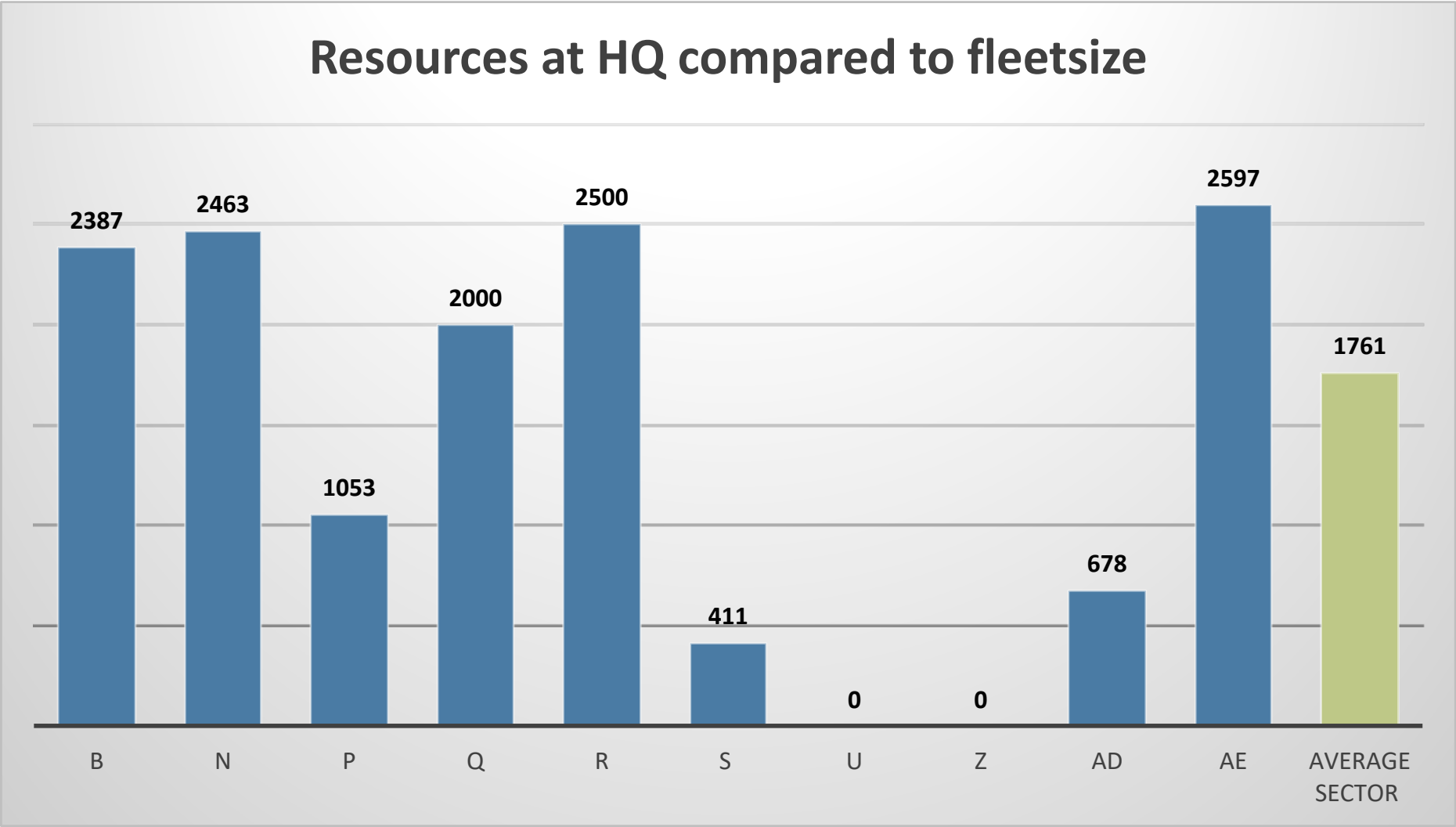


Level of confidence: Data completeness (5,8)



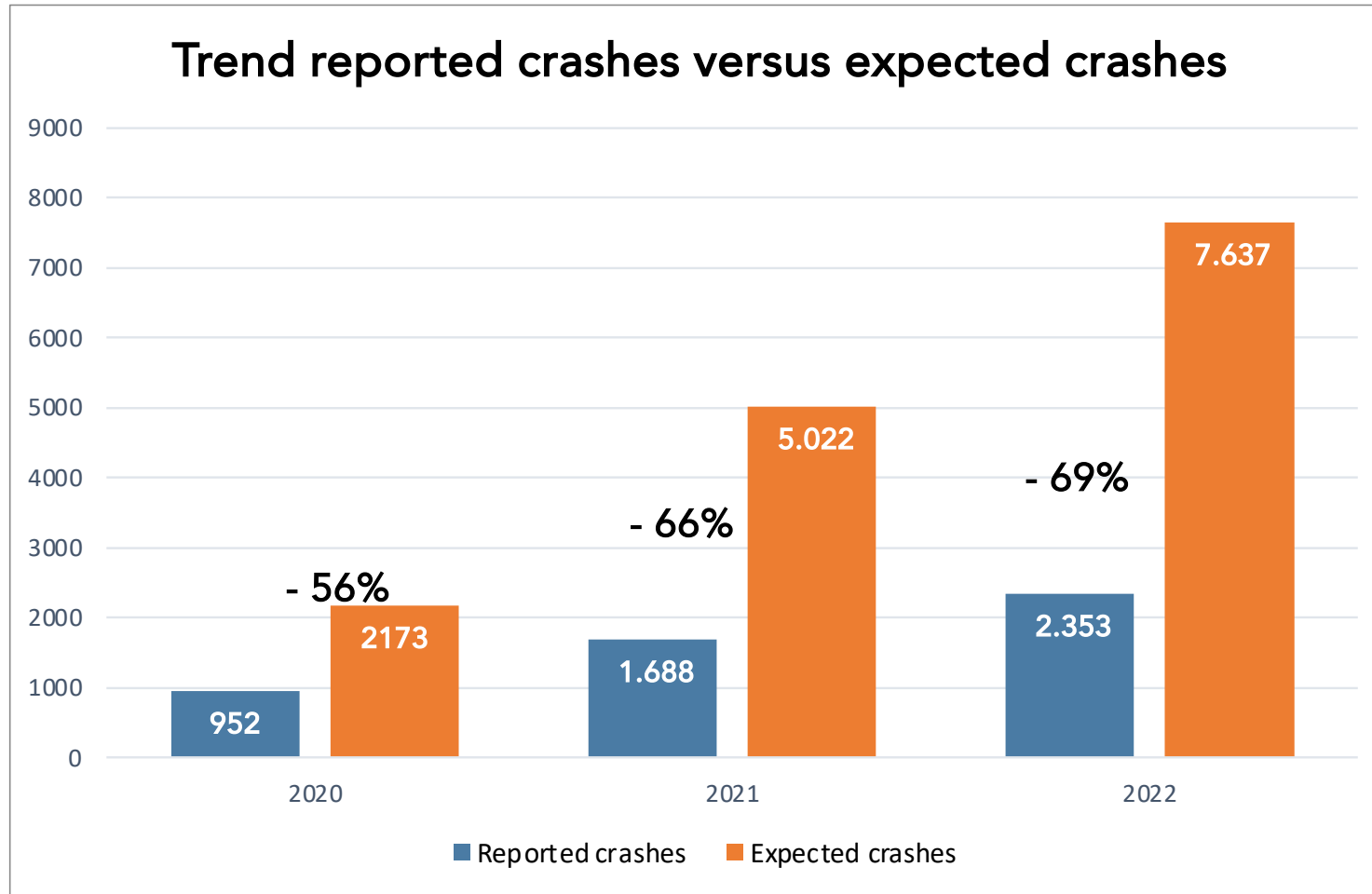
Level of confidence: Data accuracy (6,8)

On average, per 1,743 vehicles there is 1 FTE in HQ



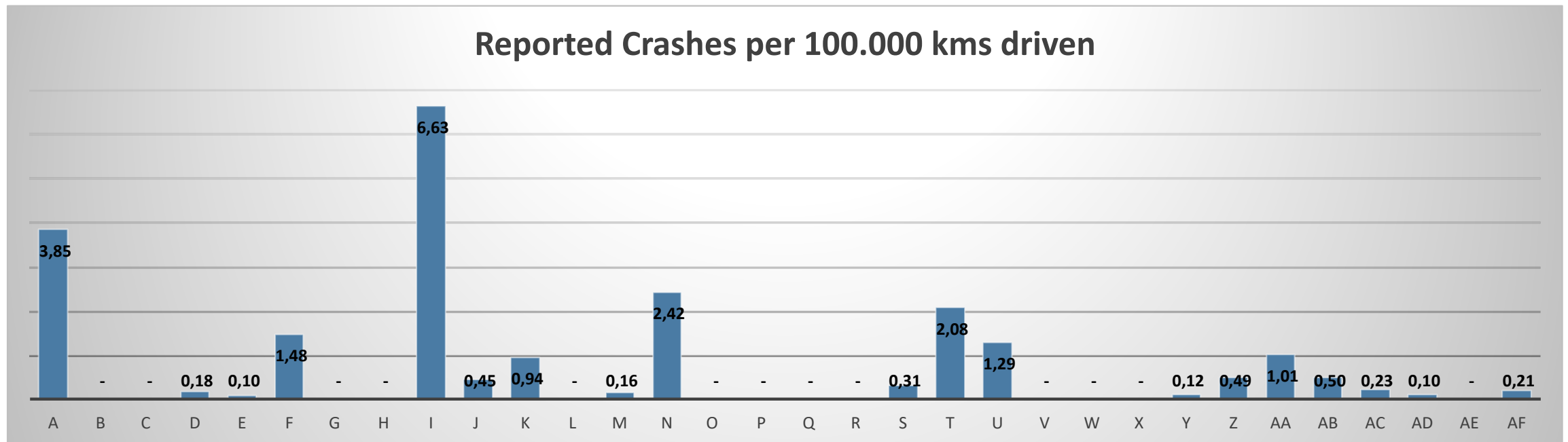
Under reporting seems a hard to tackle issue in the sector¹

Even though the actual reported crashes have gone up in the last 3 years, aid and development agencies have not found ways to improve reporting of crashes



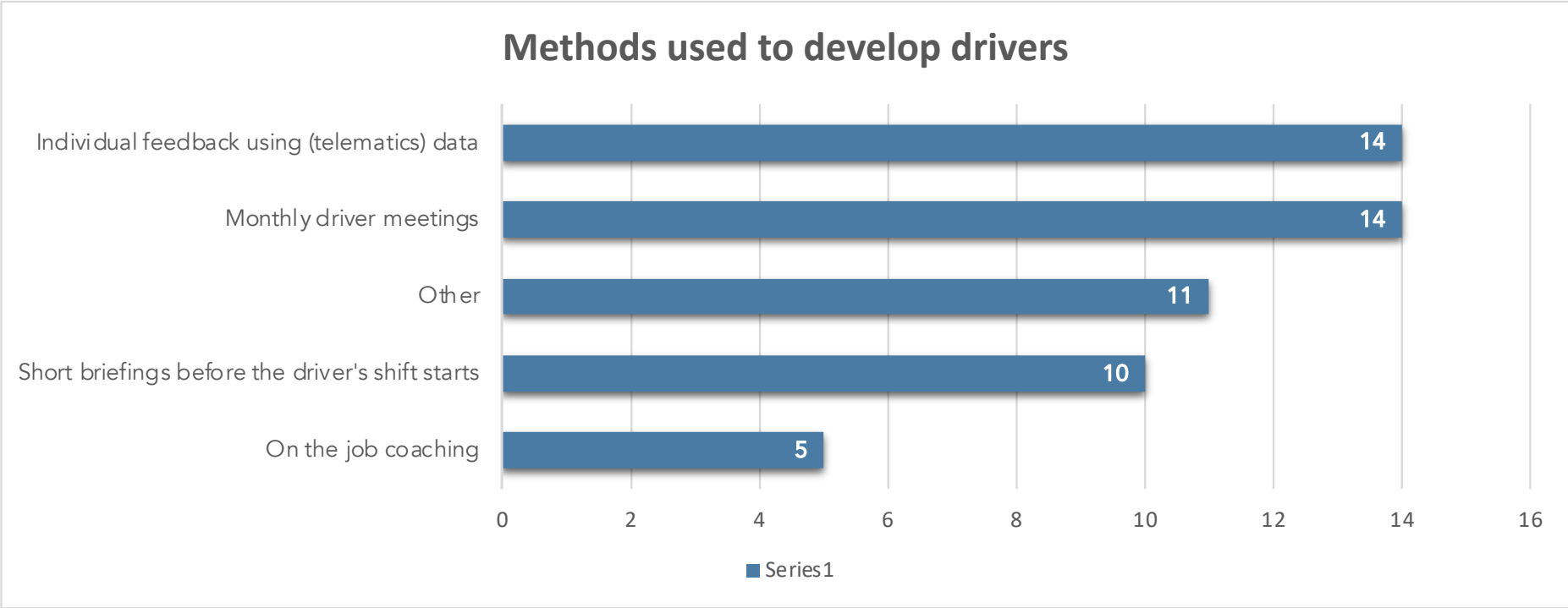
Most aid and development organisations report similar crash rates than fleet operators operating in Western Europe

- Big differences between organisations strengthens the belief that underreporting is going on.
- In comparison, in operating environments with better infrastructure, education and enforcement of traffic laws this number ranges from 0,2 to 0,9¹. 11 participants report similar figures.
- The average reported by participating organisations is 1.19



On the job coaching is used the least to develop drivers

- 40% of global respondents state that they have no corporate approach towards driver development (captured in 'other' category)



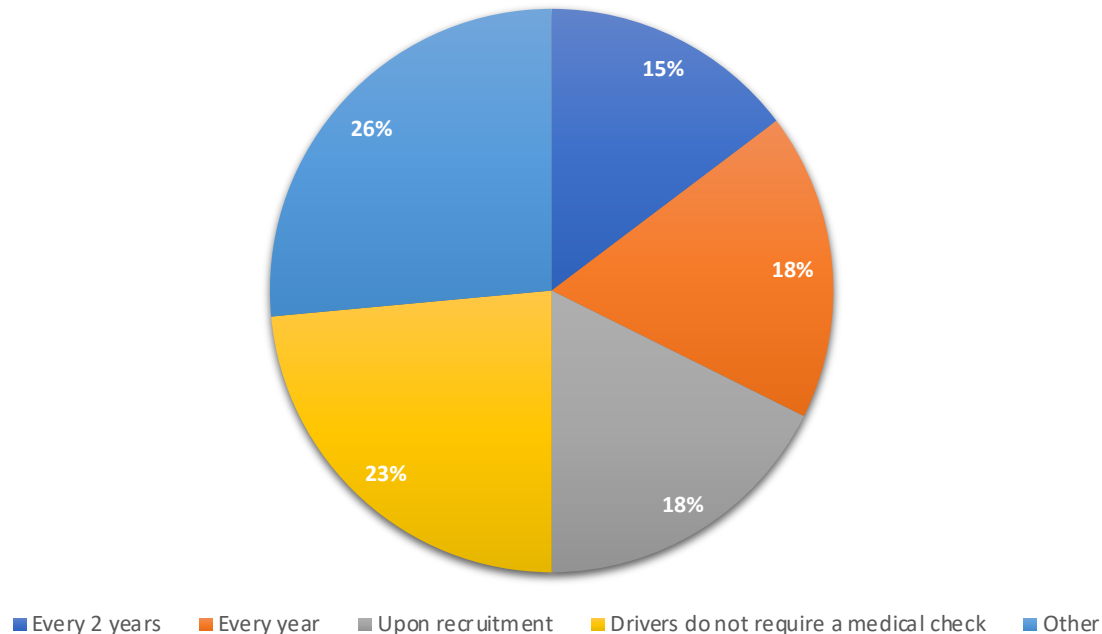


Tracking systems are not used to measure safety behaviour by most organisations

75,3% of the fleet is tracked, only 31% of the respondents use the tracking technology to measure road safety behaviour such as speeding

Almost a quarter of the respondents state that drivers do not require a medical check, followed by 18% that state that it is only done on recruitment

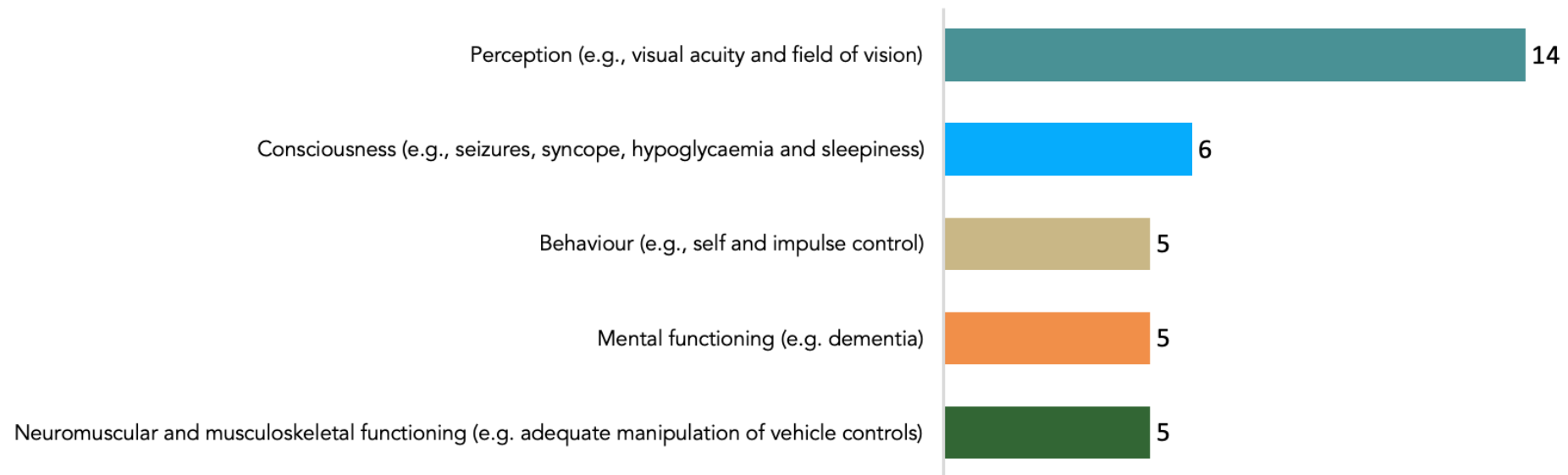
Frequency medical checks



- 'Other' is most frequently chosen by respondents. This suggests that organisations do **not** have a corporate approach towards medical checks.
- Comments made in the 'Other category':
 - "Some countries require a medical fitness test and others do not"
 - "It depends on the class of vehicle"
 - "This is up to the missions - depending on local or national legislation. No global rule."

18 % of the respondents only check perception when testing for driver fitness

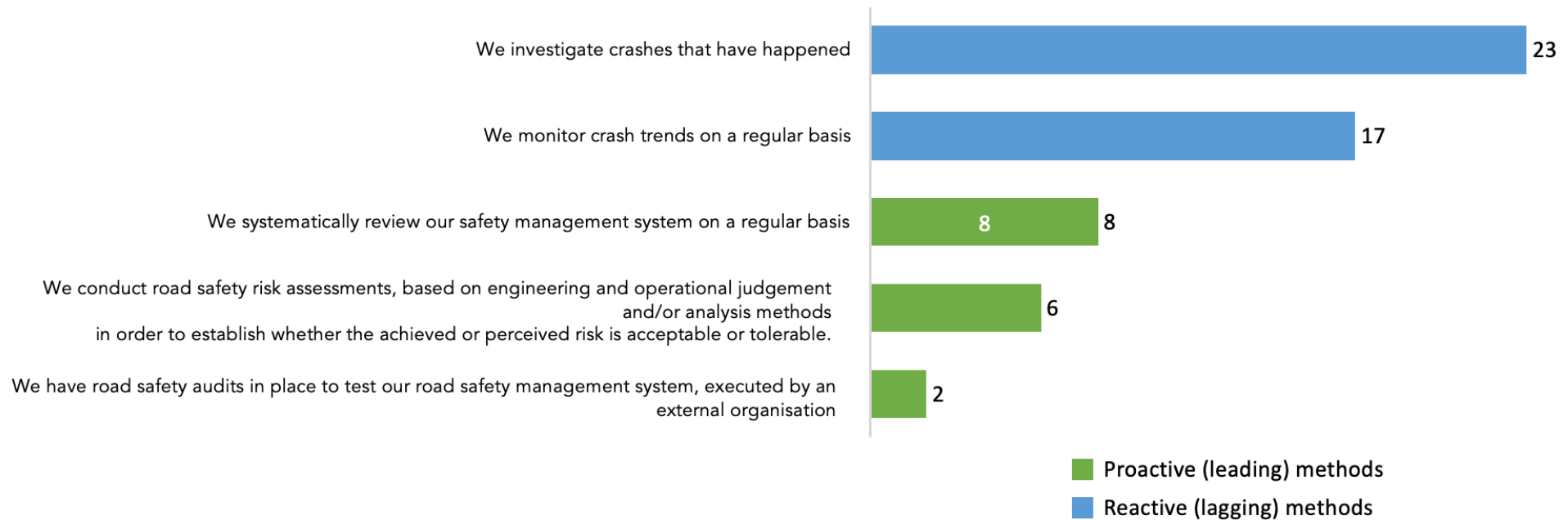
- **Perception** is the mostly named as a factor that is checked as part of the fit to drive check, for 7 respondents this is the only thing they check
- 13% of the respondents check all elements



Reactive methods are most used to identify hazards and risks

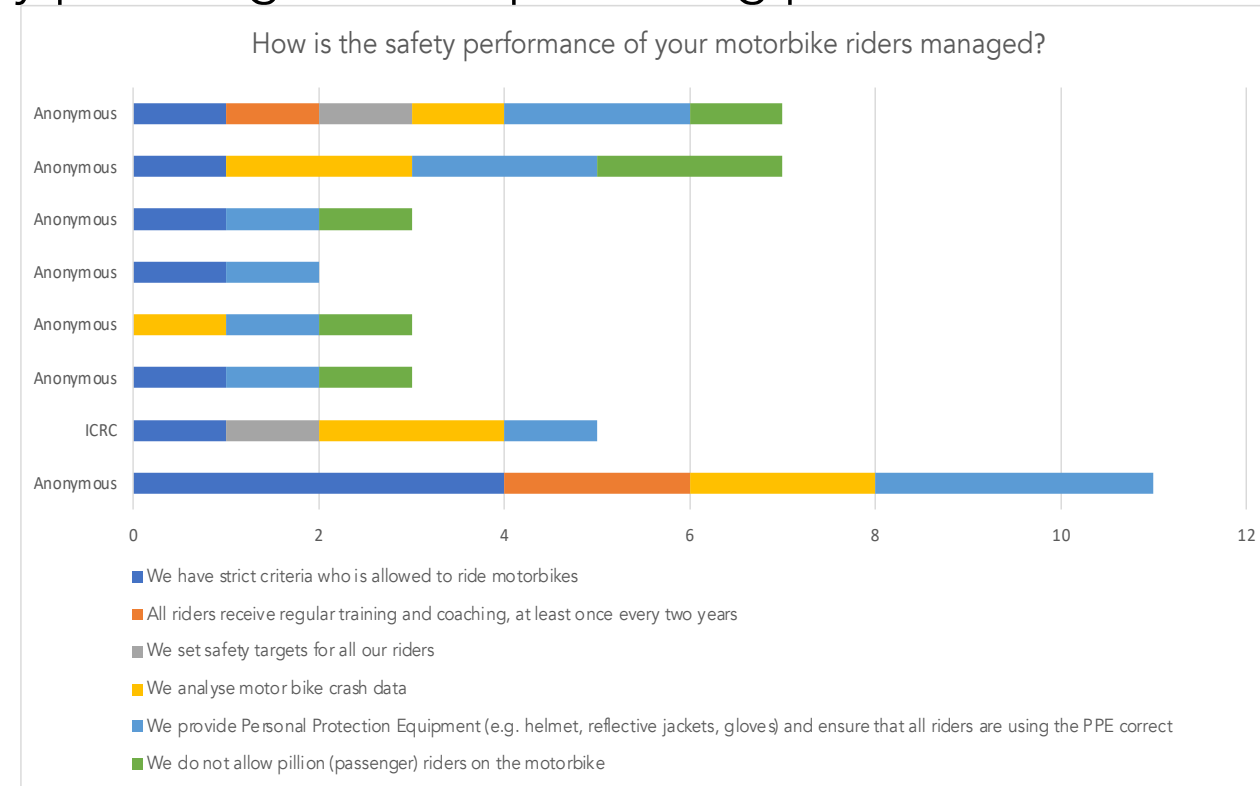
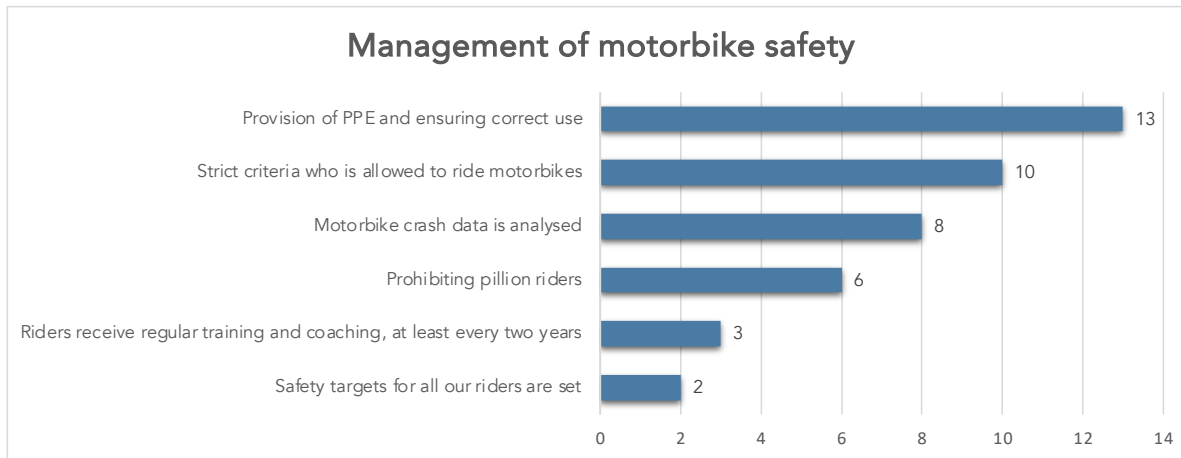
- Most organisations only use reactive methods to identify road safety hazards and risks.
- This is similar to the benchmark results in 2021 and 2022

How is road safety embedded in your risk and hazard identification methods?



Motorbike safety is an overlooked management area, only one respondent has put all safety measures in place

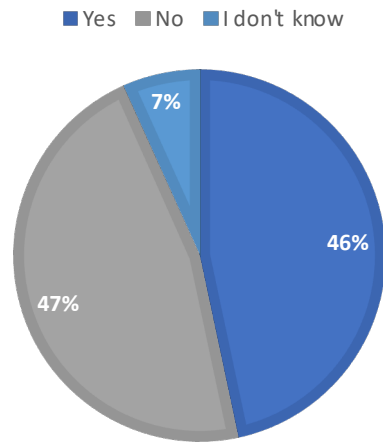
- Even though motorbikes form 39% of the fleet in this benchmark, holistic safety management is not in place
- Most organisations manage motorbike safety by providing PPE and prohibiting pillion riders



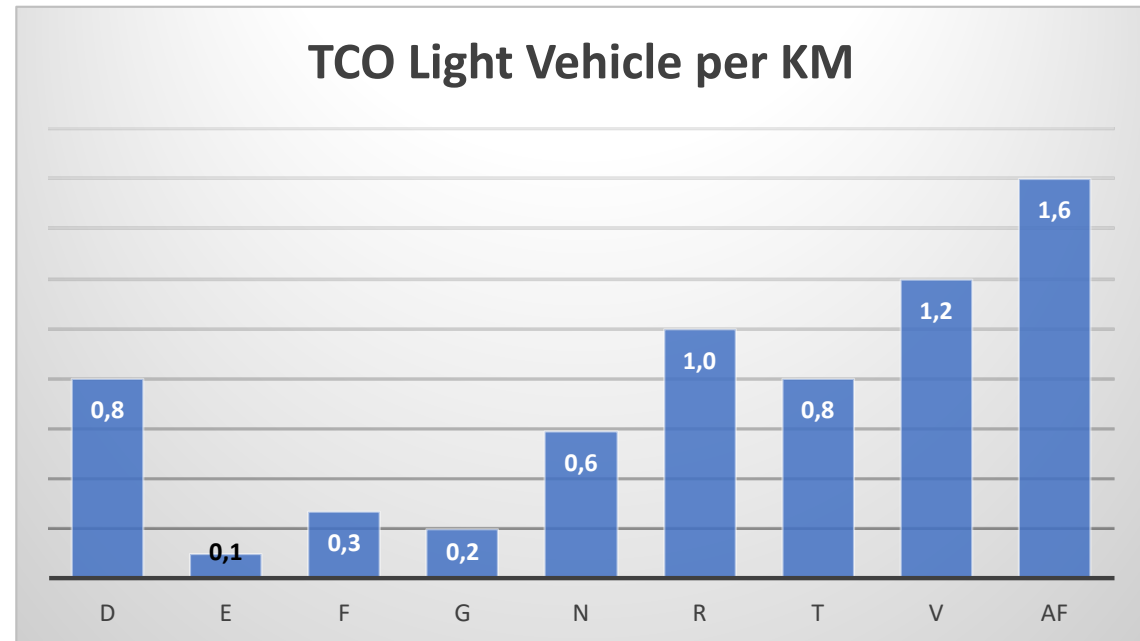
TCO reported by 4 participants is in line with Fleet Forum reference figure of USD 1 per kilometre

- 14 respondents state that they use TCO to monitor costs
- Only 8 of them could provide actual figures about TCO per kilometre.

DO YOU MONITOR COST THROUGH TCO METHOD?

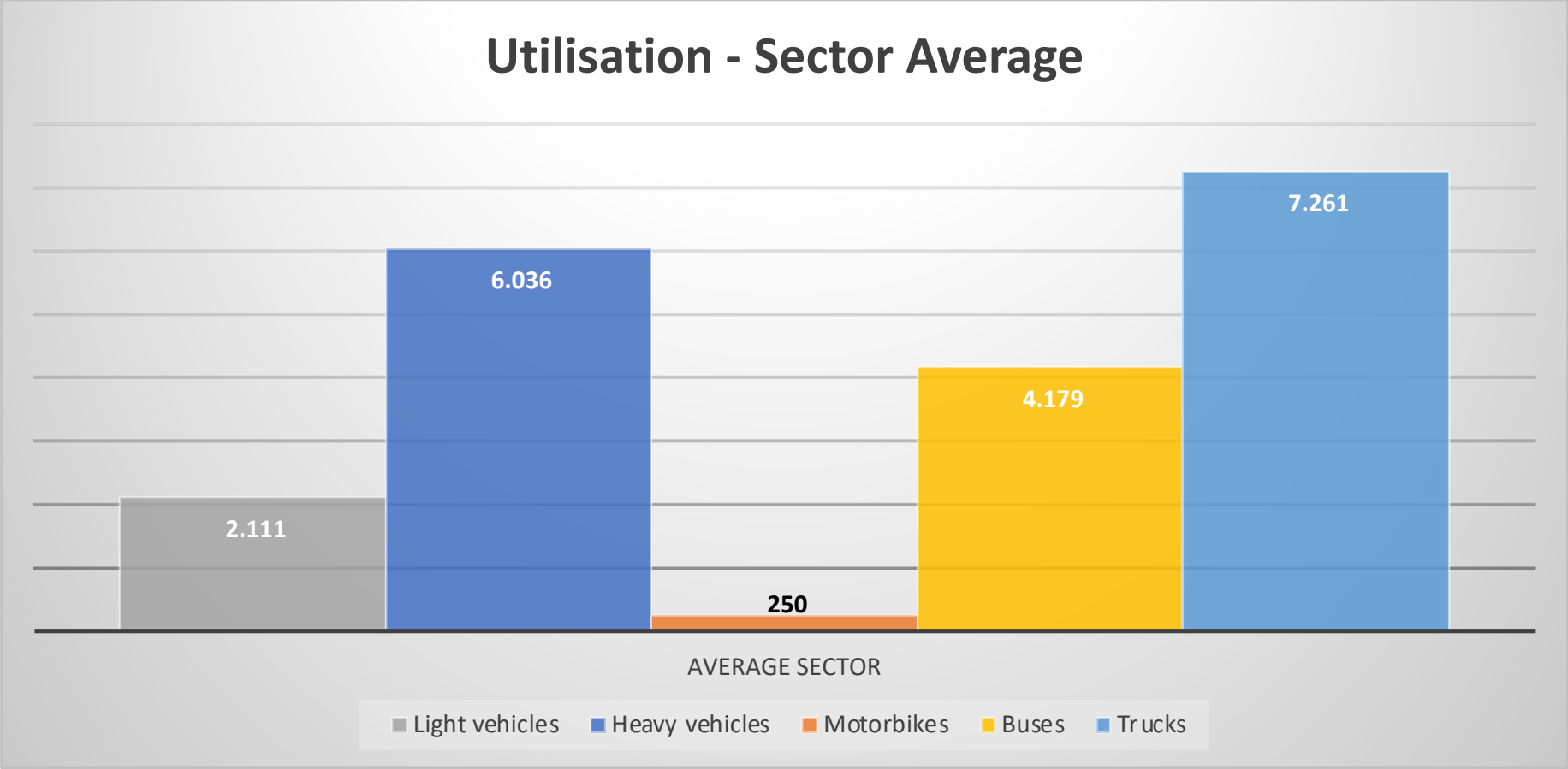


TCO Light Vehicle per KM



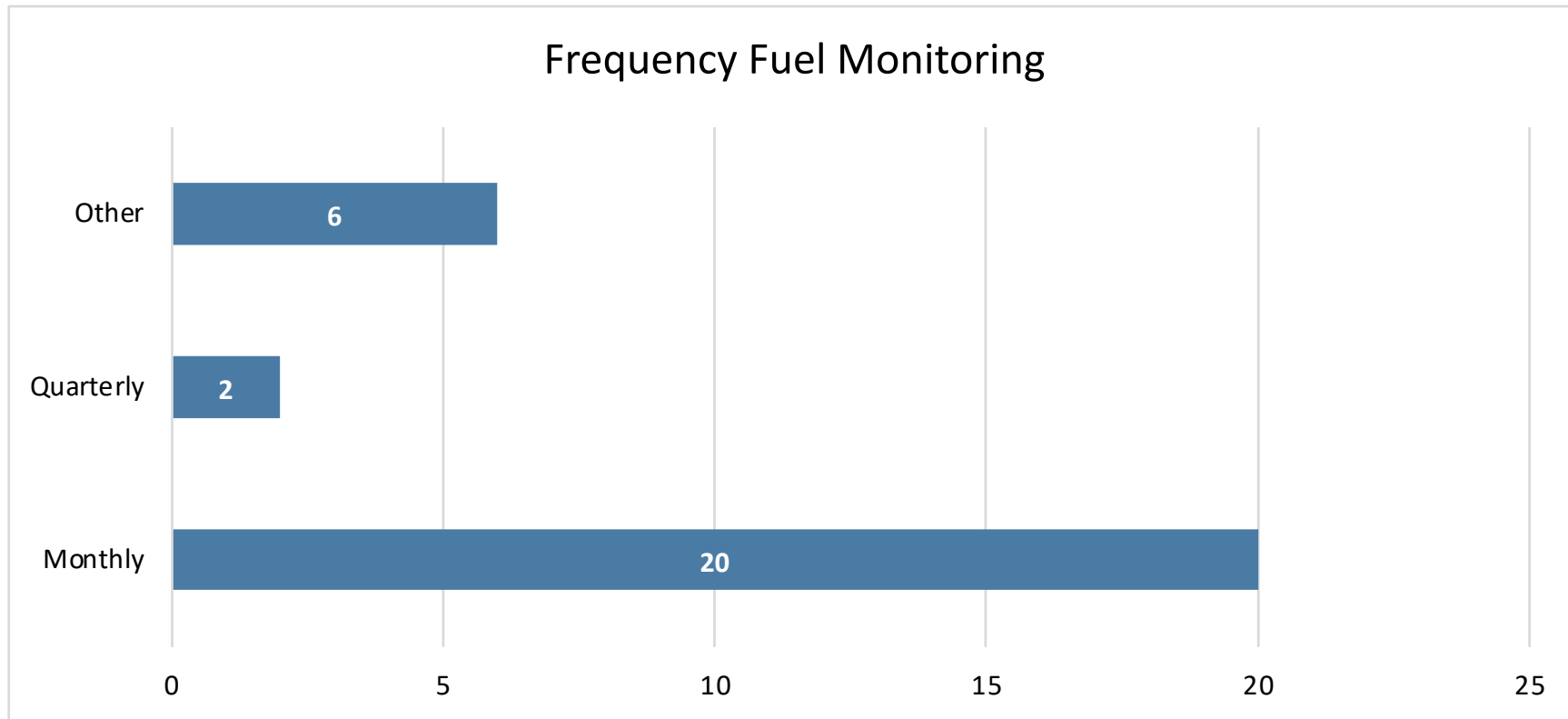
On average, utilisation rates are extremely low

- Fleet Forum reference number shows that light vehicles should at least drive 15.000 kilometres per year (and preferably more) to be cost-efficient¹



Even though fuel consumption is evaluated on monthly basis, organisations cannot provide consumption figures

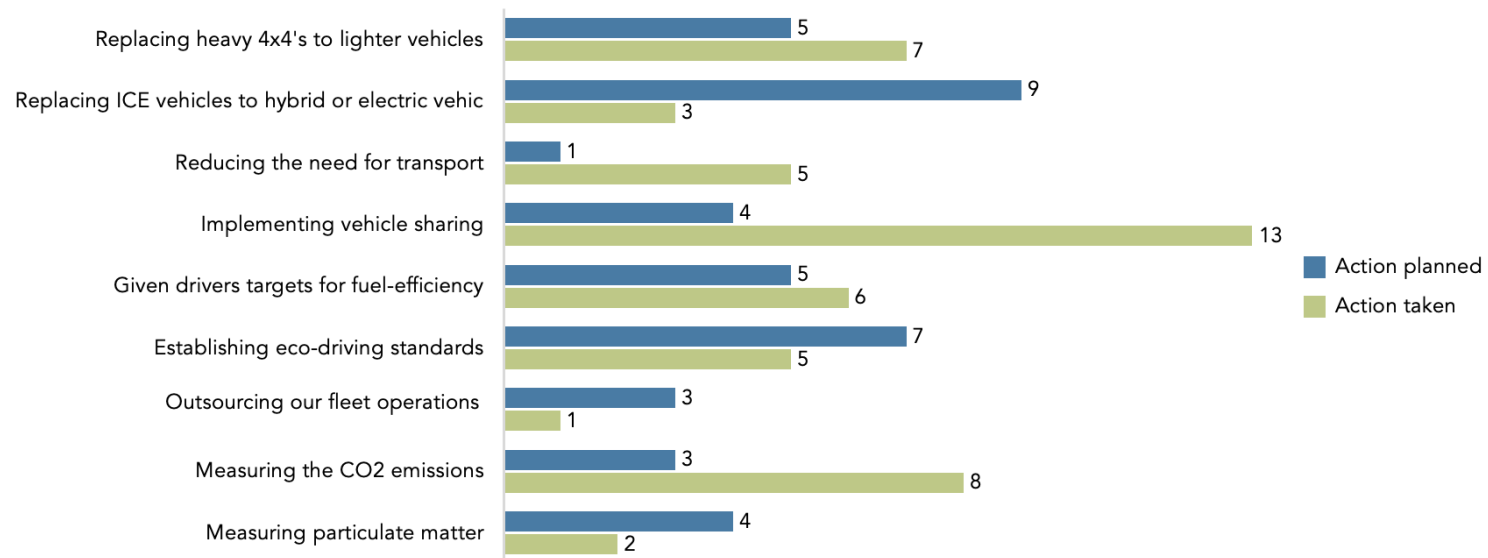
- Most organisations evaluate fuel consumption on a monthly basis, or more frequent. It is therefore surprising that 14 respondents were not able to provide consumption figures (litres of fuel used)



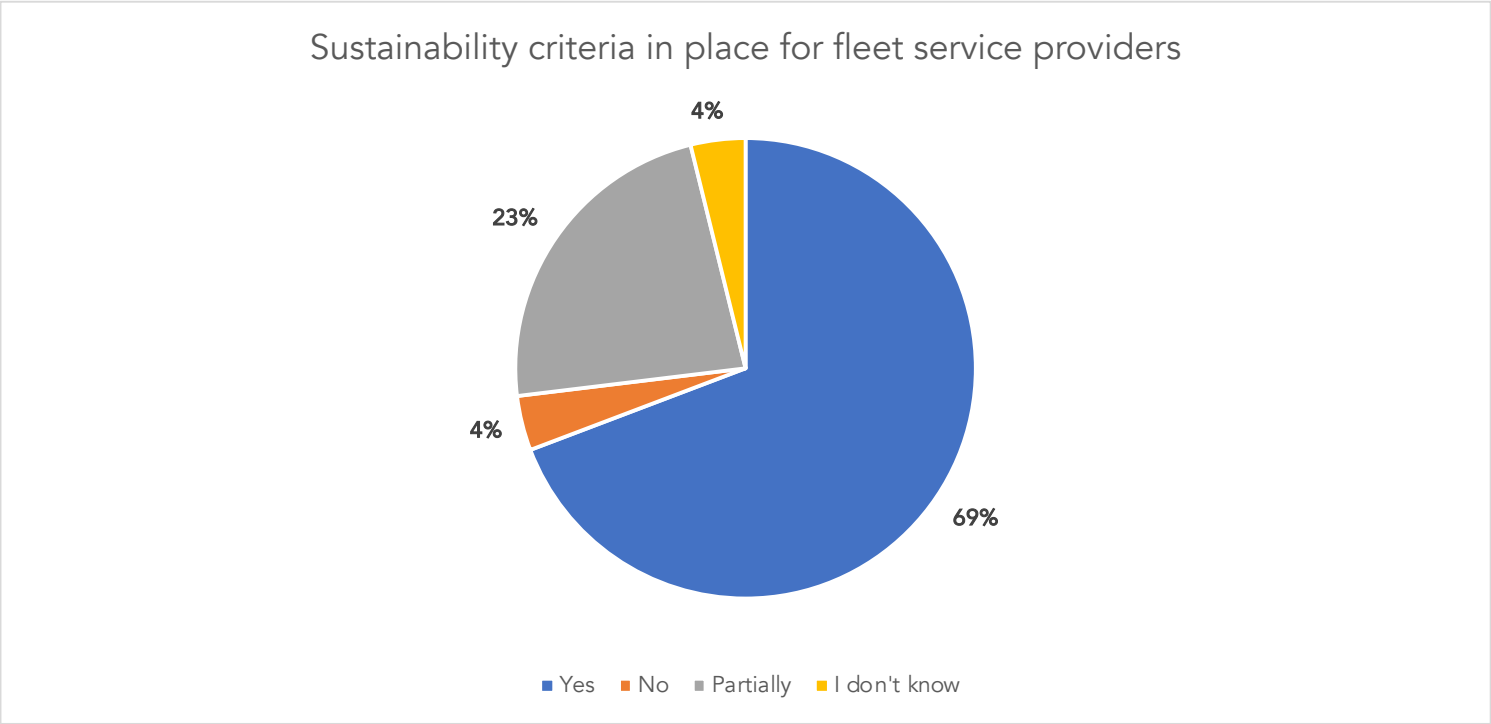
Actions to reduce the environmental impact are mainly in the planning phase

- 48% of respondents state that they are planning or taking actions to reduce the environmental impact. This is an increase of 71% compared to 2022 and indicates that organisations prioritise environmental sustainability
- Most country office respondents state that they share vehicles to reduce environmental impact
- Organisations seem to favour replacement of ICE vehicles over reducing the need for transport

Actions to reduce the environmental impact

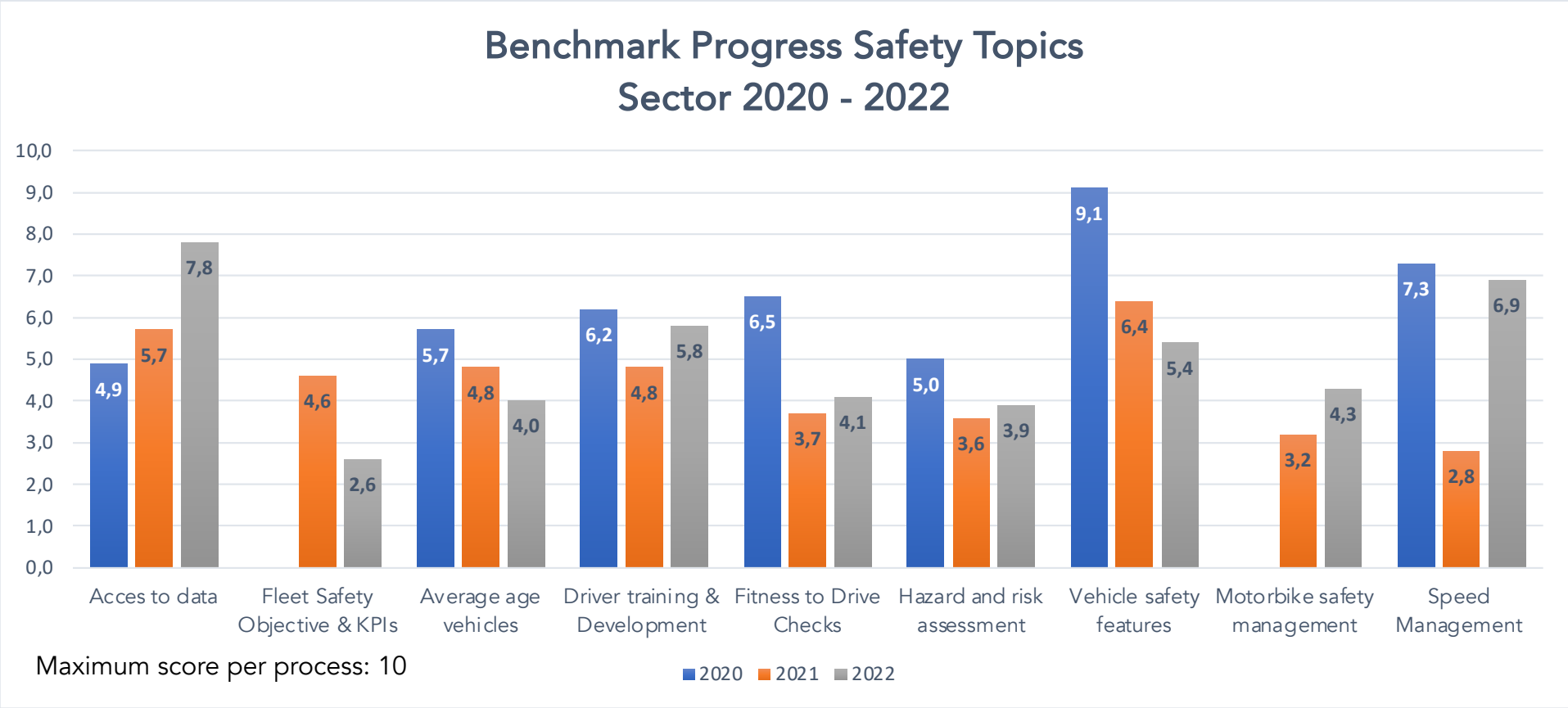


Over 80% of the fleet is maintained externally, 69% of the respondents state that sustainability criteria are in place for service providers



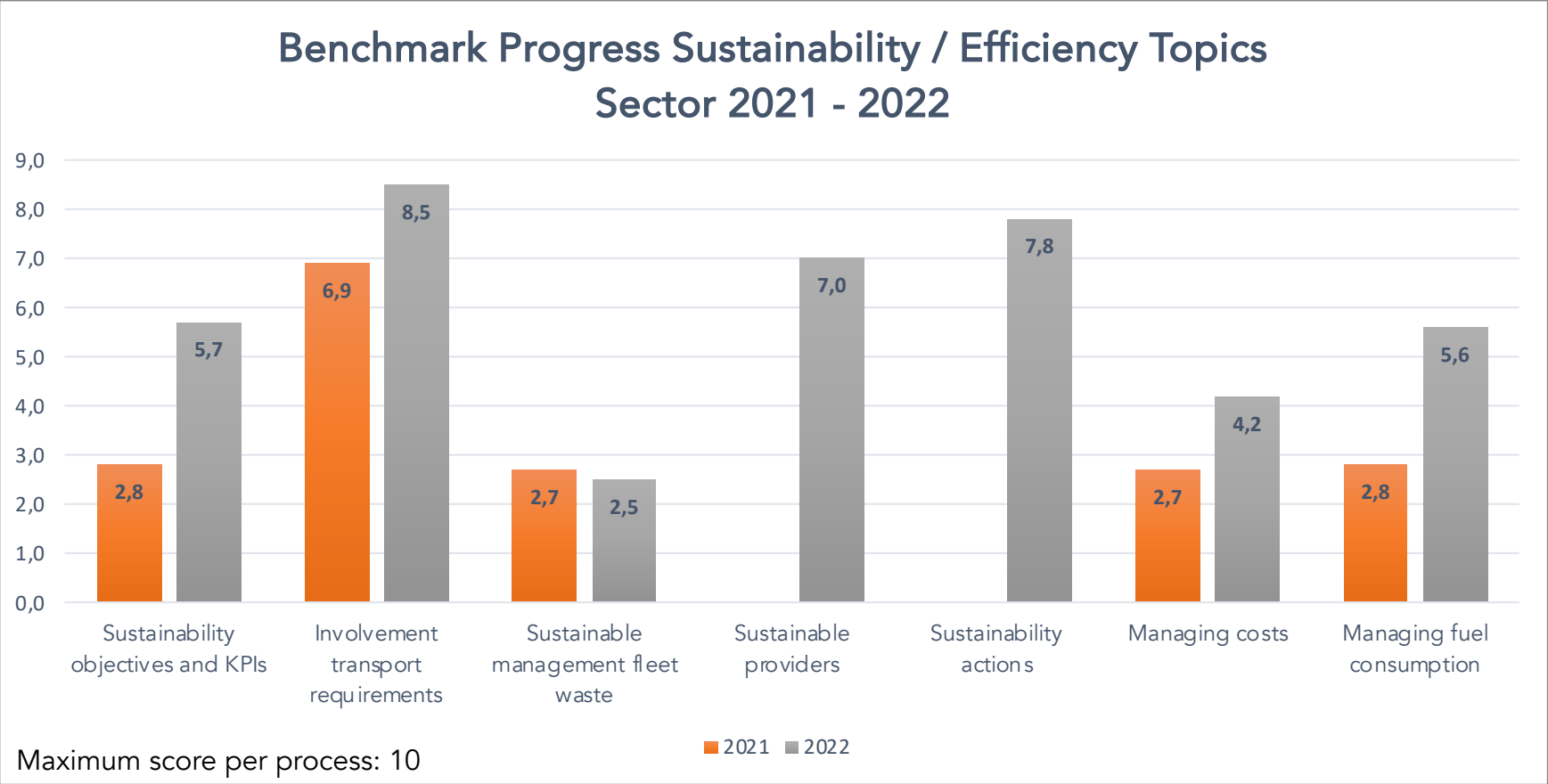
Sector Trend: Road Safety Processes 2020 - 2022¹

The sector has not made much progress in establishing processes that improve road safety. Vehicle safety features: the significant drop from 2020 to 2022 is caused by the fact that in the first 2 years NCAP3 was the standard. In 2022, the bar was raised to NCAP4



Sector Trend: Sustainability and Efficiency 2021 - 2022¹

It is clear that sustainability is a priority topic for participating organisations. Almost all processes that support sustainability performance score higher than in 2021.



1: When interpreting the data it should be taken into account that different organisations were participating in the benchmark exercise in different years

The Fleet Forum Association

c/o Alber & Rolle
Chemin Frank-Thomas 34
1208 Genève - Switzerland

<http://www.fleetforum.org/>

info@fleetforum.org